 TOP SECRET

[redacted]

BASIC IMAGERY
INTERPRETATION
REPORT

NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER

Declass Reveiw NIMA/DOD

MOSKVA EXPERIMENTAL ENGINE PLANT 165

25X1A [redacted]

STRATEGIC WEAPONS INDUSTRIAL FACILITIES

USSR

JUNE 1972

25X1 [redacted]

TOP SECRET 25X1

[redacted]

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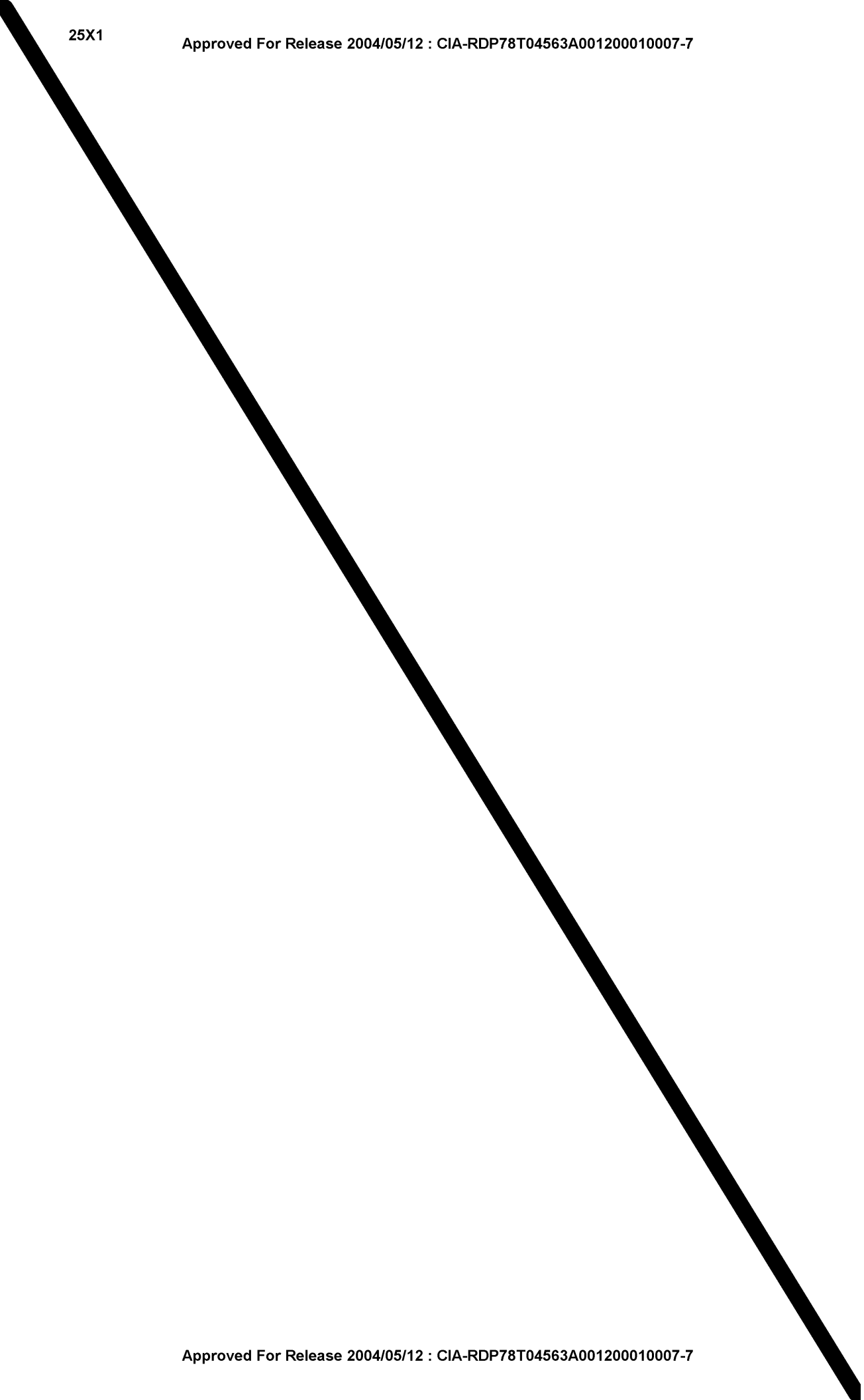

INSTALLATION NAME AND MILITARY REGION					COUNTRY
Moskva Experimental Engine Plant 165 25X1A					UR
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	BE NUMBER	COMIREX NO.	NIETB NO.
N/A	55-49-35N 037-39-35E	[redacted]			

MAP REFERENCE

SAC. US Air Target Chart, Series 200, Sheet 0167-5, scale 1:200,000

LATEST IMAGERY USED	NEGATION DATE
25X1D [redacted]	N/A

ABSTRACT

1. Moskva Experimental Engine Plant 165 (Moscow Experimental Engine Plant 165), one of the smaller aircraft engine plants in the USSR, reportedly is the location of the Design Bureau (OKB) of A.M. Lyulka. As of [redacted] the plant contained 49 structures, having a total floorspace of [redacted] 25X1D 25X1D 25X1D [redacted]

2. This report includes a location map, a photograph, a line drawing, and mensural and chronological data.

INTRODUCTION

3. Moscow Experimental Engine Plant 165 is located approximately 4.5 nautical miles (nm) north-northeast of the Kremlin (Figure 1). The plant occupies an irregularly shaped area of approximately 27 acres. Nine of the existing 49 buildings were present in 1942 and the plant has undergone continuous expansion since that time.

4. Plant 165 reportedly is the location of A.M. Lyulka's Design Bureau (OKB)[1] and also serves as the experimental fabrication and assembly facility for the bureau. The Lyulka OKB is credited with designing the AL-7F turbojet engine used to power the FITTER (SU-7), FISHPOT (SU-9), and FIDDLER (TU-28) aircraft, and the Type-31 turbojet which powers the KANGAROO (AS-3).[2] There is

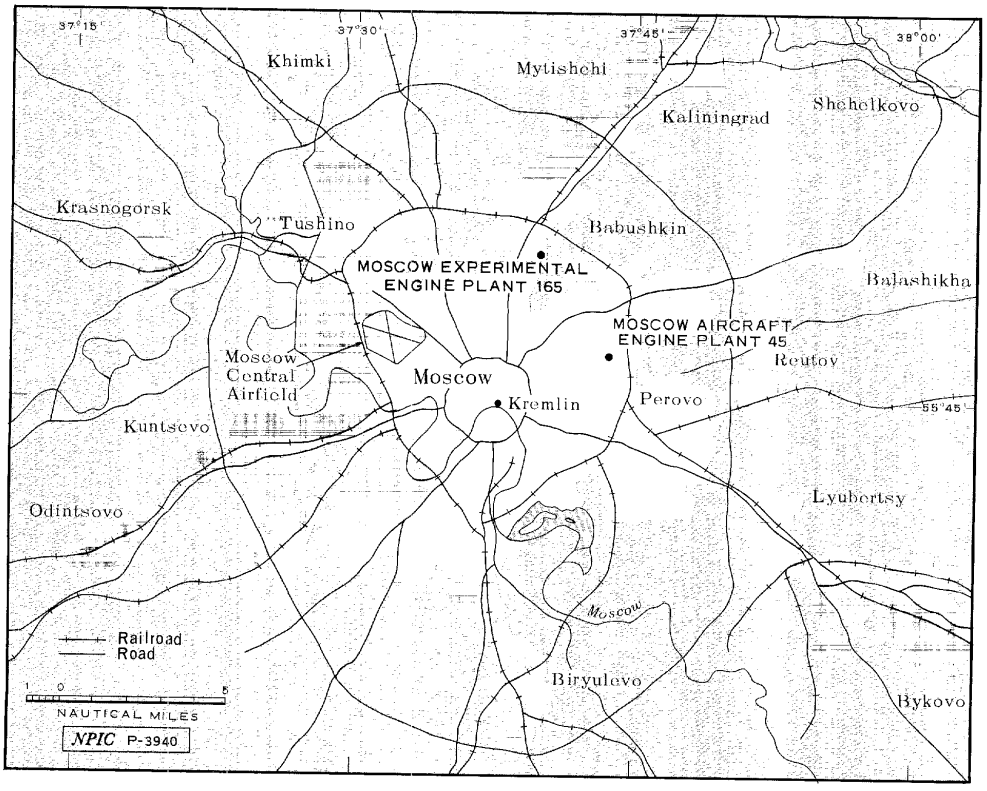

FIGURE 1. LOCATION MAP

no positive photographic evidence to date that confirms production of these aircraft engines at Plant 165.

5. Plant 165 is probably closely associated with Moskva Aircraft Engine Plant 45 (BE [redacted] 25X1A located approximately 3 nm south-southeast of the plant. Plant 165 is also possibly associated with other aircraft engine and aircraft experimental plants located in the Moscow area.

BASIC DESCRIPTION

Physical Features

6. Moscow Experimental Engine Plant 165 consists of 49 buildings (Figures 2 and 3) having a total floorspace of [redacted] 25X1D Facilities identified at the plant include a large assembly building, a large fabrication building, shop buildings, an engine test building, administration/engineering buildings, a heating plant, and storage and support buildings. Functions, dimensions, and construction chronology of the buildings in Plant 165 are presented in Table 1, which is keyed to Figure 3. The functional distribution of floorspace is as follows:

Administration/Engineering	[redacted] 25X1D
Production	
Warehouse, Storage and Support	

7. The engine test building (Figure 3, item 4) is one of the principal buildings in the plant. The building contains [redacted] 25X1D of floorspace and houses two single, L-type engine test cells. Each cell measures [redacted] 25X1D 6.0 meters (20 feet), and has two intake towers and a horizontal exhaust/silencer. Each horizontal exhaust/silencer is approximately [redacted] 25X1D [redacted] 25X1D A possible silencer/diffuser for an altitude simulator, which could be used for either or both engine test cells, is located between the horizontal exhausts/silencers.

Chronology

8. When first observed on [redacted] 25X1, Plant 165 was operational and contained nine buildings. The total floorspace of the plant at that time was [redacted] 25X1D [redacted] 25X1D 17 additional buildings and the engine test cells had been constructed. This construction increased the total floorspace of the plant to 46,464.0 square meters (500,134 square feet).

9. Twenty-three additional buildings were constructed at the plant between [redacted] 25X1D [redacted] 25X1D the total available floorspace of Plant 165 was [redacted] 25X1D

Essential Services

10. Plant 165 is a road-served installation. The hard-surfaced, all-weather roads, both within the plant and the surrounding urban area, provide easy access to the air, water, and rail transportation facilities in the Moscow area. Although the Moscow-Babushkin rail line parallels the eastern portion of the plant, there is no rail service within the plant area.

11. Heat and steam are supplied by a probable oil-fired thermal powerplant (Figure 3, item 40) in the western area of the plant. Electric power is probably supplied by a local power grid. Plant 165 contains two POL storage facilities. One facility located in the northwestern plant area, consists of approximately 14 buried tanks (Figure 3, item 31). The second one consists of a large earth-covered cylindrical tank located in the eastern plant area.

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25X1

25X1

Security

25X1D

12. high wall, probably of board construction, secures the major portion of the plant. The remainder of the plant, primarily the southwestern portion, is secured by the outer walls of the perimeter structures. Although all possible entrances to the plant appear to be monitored, there is no evidence of any special perimeter security measures, such as guard towers or multiple fencing.

REFERENCES

IMAGERY

25X1D

MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0167-5, scale 1:200,000

DOCUMENTS

25X1C

2. FTD-CW-09-1-70, *Propulsion Systems Handbook (Air Breathing) EURASIAN Communist Countries (U),* Mar 71 (SECRET, Controlled Dissemination)

REQUIREMENT

COMIREX J02
NPIC/IEG/SD/SIB Project 222170

25X1D

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